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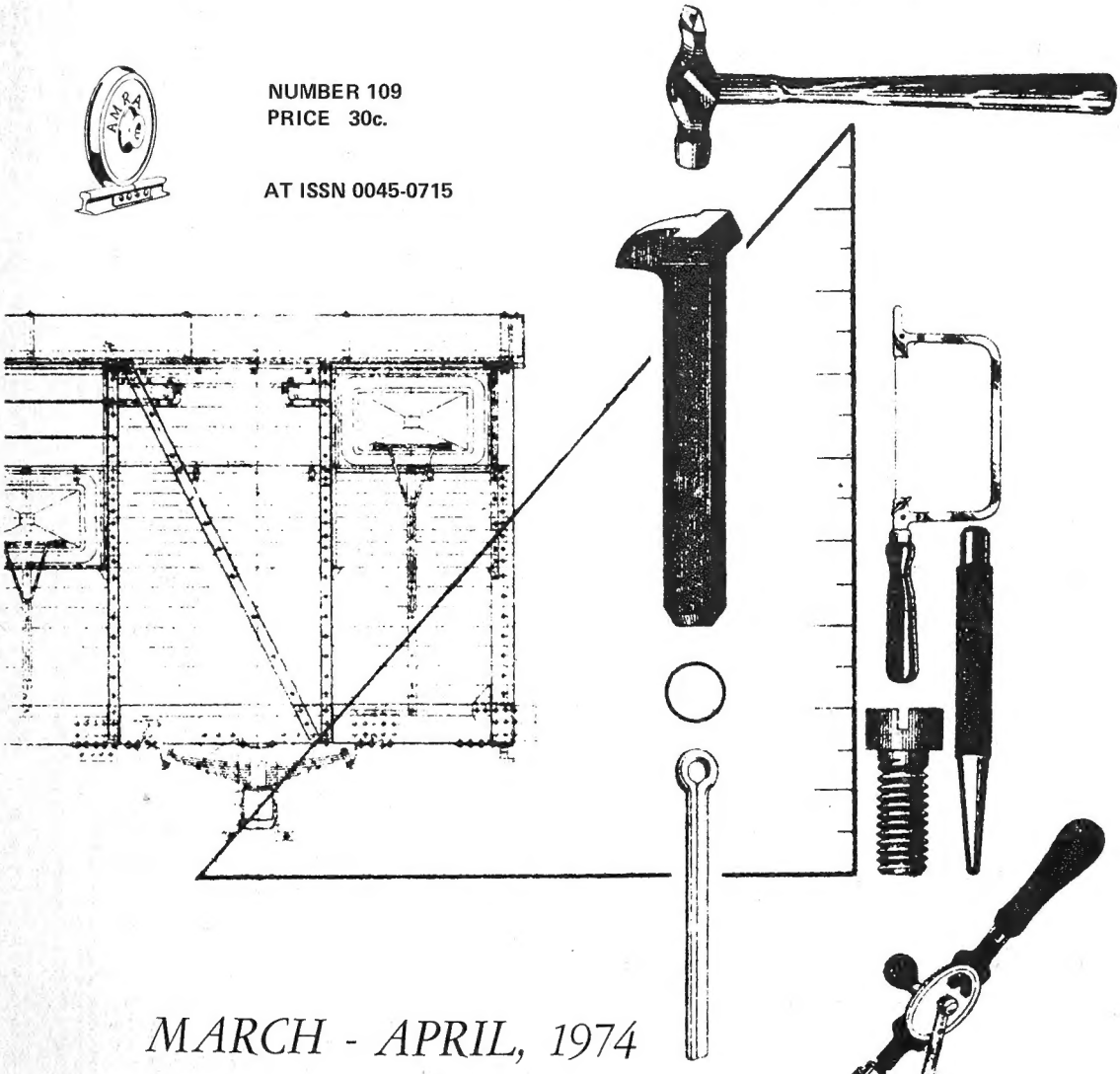

MARCH - APRIL, 1974

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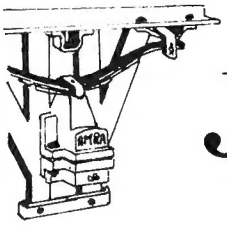

March/April '74.

JOURNAL BOX

VOLUME 23 NUMBER 109

EDITORIAL

I must apologise for the lateness of this and the previous Journal. No excuses will get them to you when they should have arrived.

This underlines my last Editorial on "Communications". It seems that once you get behind, it is very difficult to catch up again. I am still trying to catch up after the Christmas break, and here it is nearly Easter!!

My Cache of articles is getting low again, especially shorter ones, although I do have a couple of long articles that were sent to me some time ago. I have the choice of either breaking them up, or waiting for some short articles that will fit the space left.

One thing though, I do not need a poll of any sort to find out what you readers want in Journal. After all I can only print whatever you send me. If all I have at a particular time is model railway articles, or prototype articles, or a lot of articles all by the same author, then that is all I can print, unless I can find the time to sit down and write other articles myself. Of course I could always reprint articles from previous Journals, or some other source, and put up with the complaints that I sometimes receive when I do just this.

Rex Little,

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CONTENTS Issue 109

Secretary's Desk	20
The Cockroach Valley Railway	21
Pop Valve	24
Basic Sidings and Goods Train Running	25
Victorian Branch 1974 Exhibition	27
A Branch Line in the Wimmera	31
Piracy	33
Branch Notes	35

EDITOR	**Rex Little** P.O. Box 46 Nunawading. Vic. 3131
PUBLISHER	**Peter A. Kingsbury** P.O. Box 227 Warracknabeal. Vic. 3393
PRINTING	**Sentinel-Times Publishing** Korumburra, Vic. 3950
FEDERAL SECRETARY	**Norm Read,** 3 Augusta Street, Strathfield, N.S.W. 2135.
FEDERAL TREASURER	**Keith Robinson,** 26 Lilac Street, Punchbowl, N.S.W. 2196.
FEDERAL REGISTRAR	**June Dunn,** 26 Napoleon Street, Rosebery, N.S.W. 2018.
ADVERTISING MANAGER	**Stuart Westerman,** 10 Gardenia Crescent, Cheltenham, Vic. 3192.

THE SECRETARY'S DESK

Many moons ago, a butcher round these parts advertised his meat as Aeroplane quality, and Submarine prices. This year our competitions come into this category, if one substitutes the word quantity for prices. I would have expected something off the production lines of the NSW Branch modelling nights. Maybe next year?

A matter which has been raised on several occasions, is that of membership rights. On joining A.M.R.A. one becomes a member of the Federal Body, and if there should be a State Branch, one automatically becomes a member of it also, with the option of participating in the activities of that Branch.

Naturally club Committees like to see good attendances at each meeting, and endeavour to arrange a programme to cater for most interests. I know from experience with the NSW Branch, that many interested outings, or slide or film nights have been poorly attended.

There have also been cases where committees are accused of being cliquey. This generally arises from the fact that some new members do not always receive the welcome that they expect when first attending a meeting. When the ice has been broken, it is up to the new member to circulate around, join in a group, and maybe ask some questions. Someone will give the answers, or refer him to someone who can. From experience, I know that some members can get bottonholed by two or three at a time, and then end up missing the whole meeting.

I **believe** that the Vic. Branch issue different coloured name badges to visitors and new members, and that NSW Branch are considering something along the same lines. This should, at least, let everyone present know who's who, and thus overcome some of the problems. Those people who find it hard to communicate with others, find the same problem either at school, at work, or at a club. To those people I would say, if your first meeting or two to a Branch meeting does not turn out as you expected, don't give up – a little perseverence and you will become one of the clan. After all, the best of modellers are still human, and you could end up as Federal Secretary – I did!

This year we were able to get **Jack Shambler** to do the judging of the Association's Competitions. Jack is well known in Sydney for his modelling activities in N, HO, and also 2½" live steam. He is also a professional display modeller, and firmly believes that nothing else detracts so much in the appearance of a finished model as does a glossy finish – regardless of how the prototype was finished. We must admit that a gloss finish shows up imperfections in construction far more than a matt finish.

Unfortunately, there was only one entry in the Scratch built Loco section, so **Phillip Larmour** missed out with his entry of a 442 D.E. This was judged as the best model entered in the competition.

The best of loco conversions went to **E. Davies,** for a conversion of a Protype 19 to a 20 class.

Scratch built Goods went to **Howard Armstrong** for a NSW LV.

Scratch built passenger cars section was out, there being only one entry.

The **Candemah Cup** went to **N. Thorpe** for his model of Coalcliff Signal Box, the only other entry in this section was an excellent model of Orange coaling stage, but it just missed out on "Atmosphere".

Norm Read,
Federal Secretary.

FOR SALE
A.M.R.A. CAR BADGES

The NSW Branch is considering ordering a quantity of car badges in the design of AMRA's familiar wheel on rail emblem. They will be of metallic construction. suitable for fixing to radiator grilles, etc.

The approximate cost will be $4.00 each.

Will all interested AMRA members please contact their Branch Secretary, or the Secretary of the NSW Branch, so that an assessment of the quantity required can be made.

The NSW Branch Secretary is—
Mr. P. Kelly,
3 Lee Street,
Condell Park,
NSW 2200.

WANTED

Bull head rail, 0 gauge, coarse scale, steel or Brass. If anyone has any for sale, or knows of a source of supply, please contact:—

I. J. McNabb, P. O. Box 109, Boronia, Vic 3155.

THE COCKROACH VALLEY RAILWAY

by K. Bush

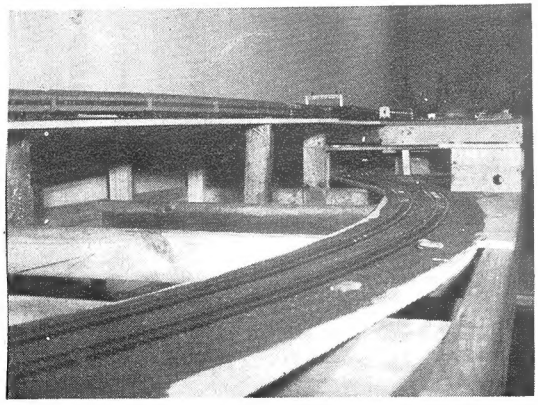
The idea for the C.V.R. first emerged when its managing director financial backer, track laying supervisor (and track layer), landscaper and general roustabout - Kevin Bush, found to his delight that, because of the removal of one or two fish tanks, his original 14' by 12' shortline could expand to a 40' by 12' railroad empire. A number of requirements were set when designing the system. The more basic of these were:

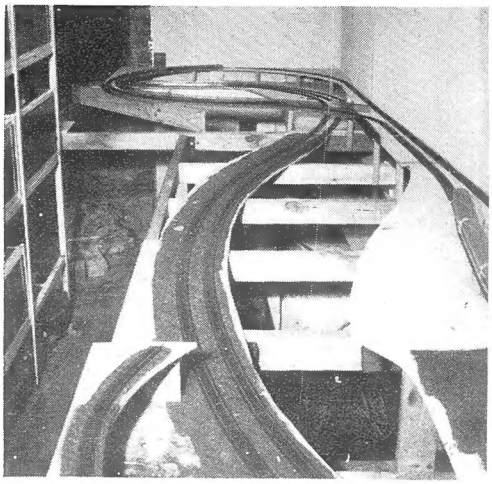
1. Minimum Radius 24" (610 mm).
2. 1:36 maximum gradients on standard gauge.
3. One Man Operation when required.
4. Capable of taking Tri and to Tenshodo.
5. At least 5 feet train lengths.
6. Narrow and dual gauge.
7. Clear, easily understood controlls.
8. Any prototype from anywhere in the world.

With varing degrees of success all of these requirements have been met (so far!).

In such a large area the minimum radius posed no problems. The large area also made the gradient requirements easy to meet.

A mixture of Peco and Graham Farish trackwork (no foam underlay) is being used. Some areas will be "scale" wheels only, notably the narrow and dual guage track which is Shinohara. Far from posing any problems this can be used in timetabling as a reason for restricting some rolling stock to certain parts of the layout (i.e. some vehicles can be "bogie exchanged" some cannot).

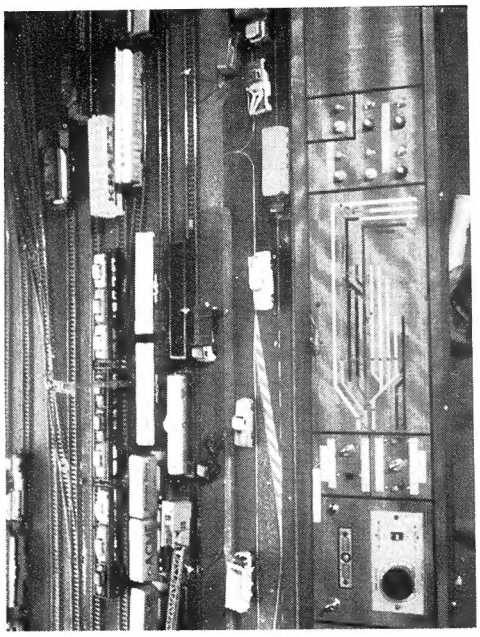


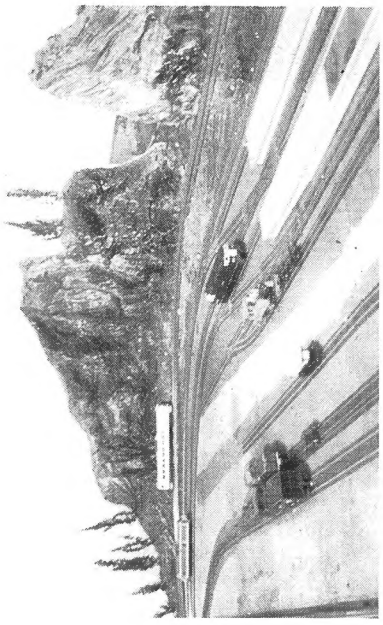


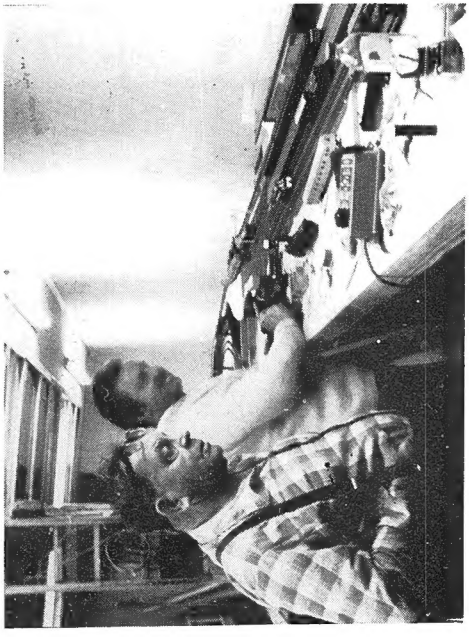
To make the system operable by one man some form of automation is required. The method used is for each station or yard to be controlled by an operator with automatic running between. The automatic system being used is based on a detection system as shown in an American magazine which uses transistors and which will operate on anything from a single loco to a full length train or even a single vehicle. A lone operator works one yard and switches the others to through running on the automatic.

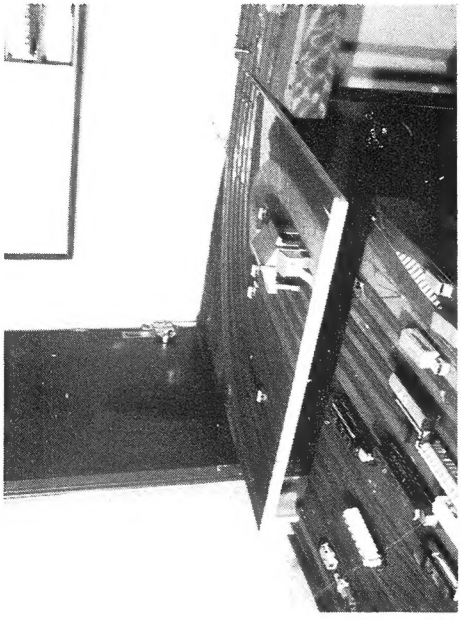
The control panels consist of one or two "local" controllers, a switch to select either local or automatic control for the station area mainline, a colour coded track diagram with isolating switches the same colour as the section of track they select and No. 10 B.A. brass bolts and nuts on the appropriate parts of the diagram with a 15 volt A. C. "Probe" for operating point motors. This method of point motor control is very cheap, costing only about 50c/ to operate 20 point motors in the main goods yard. It also seems to be easily understood by most visitors.

The basic track plan is a "squashed" oval to give two track mainline, folded to give a continuous run of four times around the room. Total length is over 430' without travelling on the same section of track twice. All mainline loops and station sidings are designed for overall train lengths of 6 feet.





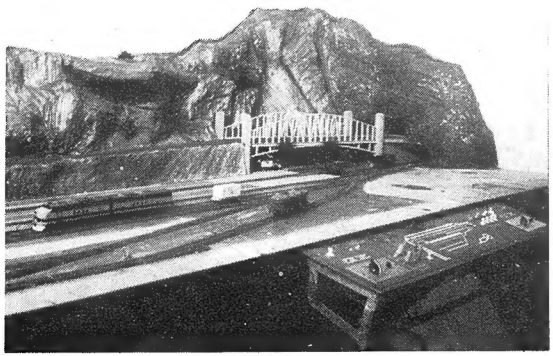


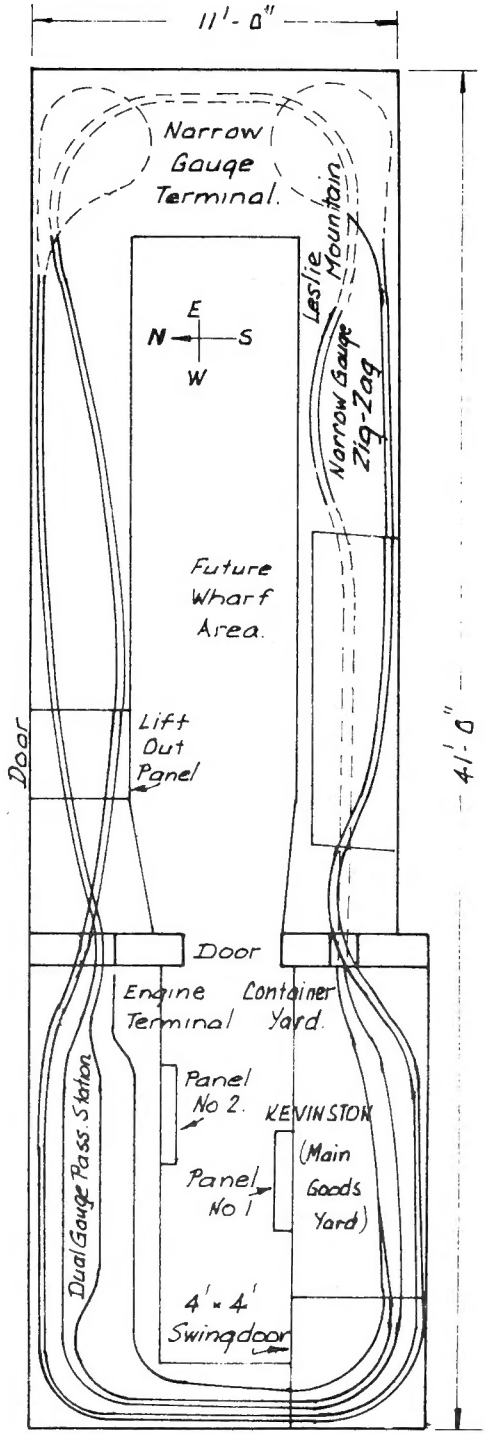


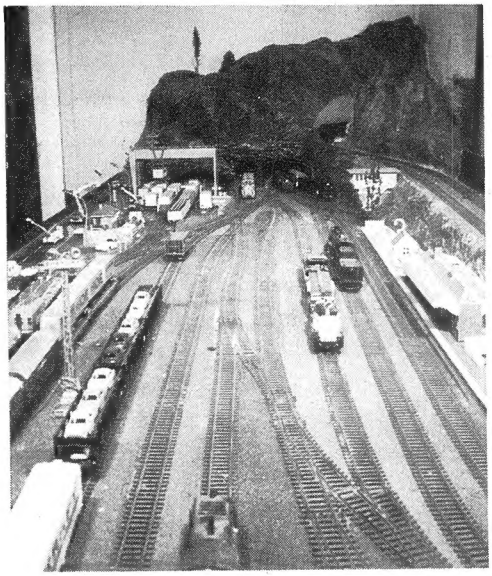
The section in the "old" room 14' x 12' consists of a double mainline around three walls (which has no connection with either the main yard. Kevinston or the dual gauge passenger station Charles Street) inside of which is the line connecting Kevinston and Charles Street as well as the loco servicing area. These two yards fill the available area and as a result scenery is somewhat restricted. In the larger room more space will be allotted to scenery.

HOn3 was chosen as the narrow gauge for two reasons, variety of equipment and interesting prototype (geared locomotives, etc.). So 3' gauge is rarer in Australia than hens' teeth, so what? How many of those brass V.R. "R" class locos scale out at 5'3". The narrow gauge begins at Charles Street, moves along the North wall and into the mining and timber milling village of Cockroach Valley, from there down the Leslie Mountain, zig zag (now under construction) in the South East corner, then back under (!) Cockroach Valley, returning along the North Wall (at a lower level) and onto the wharves at Rosina Bay. No attempt has been made to show the narrow gauge on the track plan. It is intended that the narrow guage be operated by "cab control" with the driver following his train. Control will be by a "staff exchange" system. Maximum train length is set at 3'6" overall.

Construction is also well underway on the southern and eastern walls of the larger room. At the time of writing a continuous run of about 140' through Florenceville and (though not connected to the above track) the two main yards Kevinston and Charles Street are in operation.







The (to use an American term) "Golden Spike" ceremony is still one or two years away however.

In the hope that it may be of interest to somebody a further article on control systems and signalling on the C.V.R. is being prepared and (editor permitting) mya appear later.

FOOTNOTE: Why Cockroach Valley? Well first imagine a large room once an aquarium with high humidity, fish food, plenty of hiding places.

The Location: 3 Salisbury Street, Coburg, Melbourne. Vic.

Visitors welcome most Sunday afternoons. Please call or write first.

C.V.R. COCKROACH VALLEY.

General Manager and Financier:	Kevin Bush.
First President and Foreman:	Mr. C. Bush.
General Adviser and Labourer	Len O'Brien.
Demolition:	Paul (Whelan) O'Brien
Tea Lady (unpaid?)	Mrs. J. Bush.
Electrical Department	Ray Batty

With general advice and help from members of the Pascoe Vale "Group" and special help from Jack Smith.

FOR READER'S LETTERS

LIKES W. A. HOSPITALITY

At the beginning of February, I was fortunate to be able to travel by the Indian-Pacific to Perth. On arrival, I was met by the Branch Secretary, Paul Hodson, and driven to my Hotel. He met me again at 2.00 p.m., and drove me to the Castledare Miniature Railway where I enjoyed the 7/4" live steamers, and then invited me back to his home for dinner and an evening of slides of W. Aust locos.

On the Monday and the Thursday, Graham Watson acted as my Chauffuer and Guide, ensuring that I saw many things of interest. On the Monday evening, I had the pleasure of attending the Branch meeting in their new Clubrooms.

During the week I was entertained at dinner by Gus and Marg Durham (ex NSW), Tony and Mrs. Gray, and Julian and Mrs. Price. More invitations were extended, but due to other plans I was unable to accept.

On Wednesday, I travelled to Bunbury on the "Australind", and during my stay had the pleasure of meeting Mrs. Dulcie Kent, the only female full member in West Aust.

It is impossible for me to convey fully my activities, and would recommend to any AMRA member who is able to visit Perth to write ahead, if possible giving good advance notice, and you will be assured of a very warm welcome, and that every effort will be made by the West Aust, members to ensure that your visit will be one that you will always remember.

In conclusion, I would like to take this opportunity of thanking all members of the West Aust, Branch for their warm reception, and particularly those members who did so much to ensure that my visit was so interesting and enjoyable. I can only say that to experience West Aust. Branch hospitality is something you will always remember.

Keith J. Wilcox.

BASIC SIDINGS AND ASSISTING ENGINE IN REAR

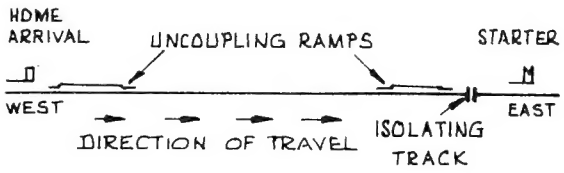
By E G Watson

As there are plenty of sources of articles on grades and ratios this aspect is not dealt with here. The question arises however what do you do if you cannot fit in a grade that is not too steep **for the load required?** The logical answer is of course more power, either a stronger engine or two engines.

Using two engines, unless we are uncouth enough to uncouple by hand (a sure way to get derailment) poses problems of isolating and uncoupling. These arise whether the assisting engine is front or rear. 'Assisting Engine in Front' will be dealt with later (I'm short of one idea on it.) At the start of the run the rear engine will need to be isolated in a siding or on the main line. The goods is marshalled and the Van pushed back onto the isolated engine and coupled up. Power on and it is ready to go.

Those who have access to a Rules and Regulations for Single Line working and General Appendix, might like to look over "Return Back Engine", but an explanation of this would be too lengthy to include here. The following idea works quite well. For those interested in the safe-working aspect it should be done within the Home arrival and starting signal.

The Track Arrangement is:—



NOTE— If varying sized goods are to be run the longest should be chosen for the next steps.

1. Select place to be used.
2. Insert isolating track (Triang users — short end east.)
3. Power on. Bring train in with engine (leading) just on the isolated section. Leave plenty of slack in couplings.
4. Note position for uncoupling ramp as far East as possible.
5. Note position of rear uncoupling ramp. The **UNCOUPLING POINT** should be as far West as possible.
6. Move train out and insert ramps.

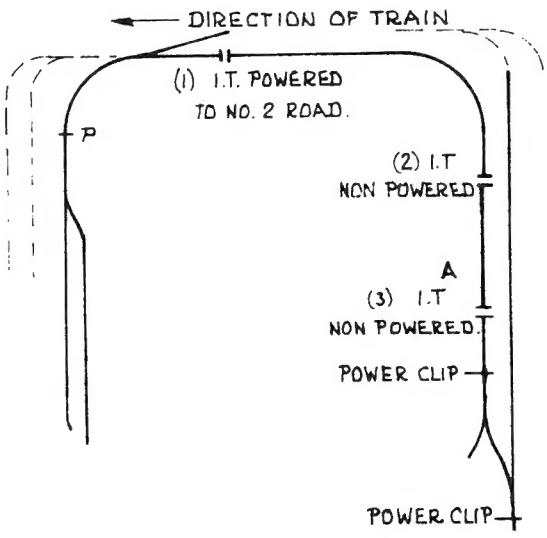
Providing that you have left plenty of slack in the coupling it will now be possible to uncouple both engines.

1. With power on, move the train in until it is just on the isolated track.
2. Power **OFF.** Uncouple leading engine and truck.
3. Move train back and uncouple van and rear engine.
4. Clear rear engine off main line as required.

If standard length goods are to be run the east end ramp will not be needed. On the longest goods as selected previously, it will not be necessary to uncouple the leading engine.

VARIATION OF—

ASSISTING ENGINE IN REAR

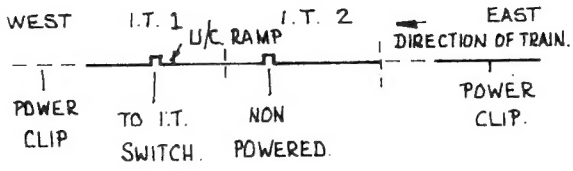


This arrangement solved a double problem:—

(1) To hold a train at A to cross main line train.
(2) There being no suitable place for a loop or main line run around, goods are required to push into the sidings.

GOODS TRAIN RUNNING

By moving Isolating track No. 2 back on to the elevated line and allowing a good trains' length between the isolating track sections, the leading engine can be uncoupled and the assisting engine in rear takes over for shunting. On the return trip switching off Isolating Track (1) Holds the train at a while the main line train passes. This one took a bit of figuring out and as yet I have not worked out why Isolating Track (2) is needed, but It was only when the combination shown was hit on that the whole system worked.



ASSISTING ENGINES

Triang Isolating track and switches were used in checking these notes. The trains were run on a branch line, (drawing 2) Variables would be directed of train travel and position of power clips. See also short article by me on "Assisting Engine in Rear.

The uncoupling ramp sits as close to the part where the wires connect as possible (watch for faulty plastic work when buying.) The two engines are eased on to the uncoupling ramp far west as possible. Power is switched off isolating the rear engine. By moving the first engine back gently uncoupling is completed and the assisting engine in front cleared off the main line.

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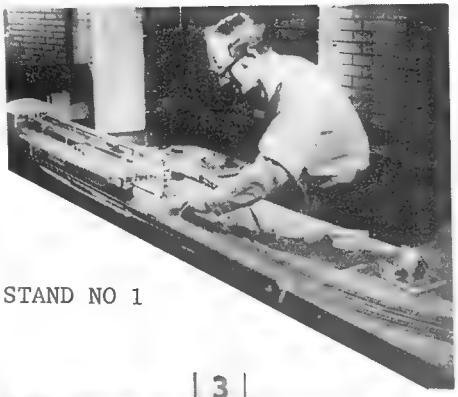
THE MAIL ORDER SPECIALISTS.

THE VICTORIAN BRANCH 1974 EXHIBITION

Photos R.Little



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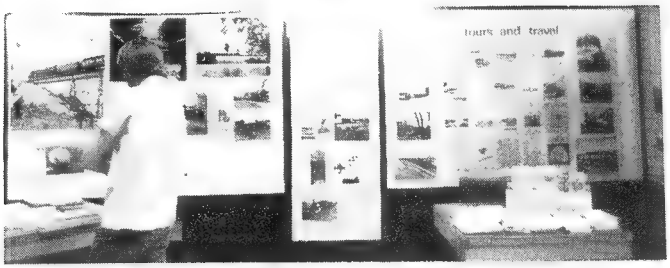

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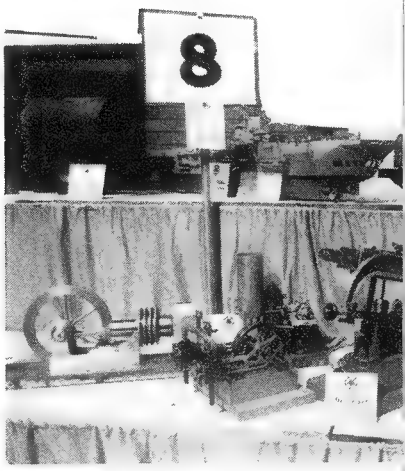

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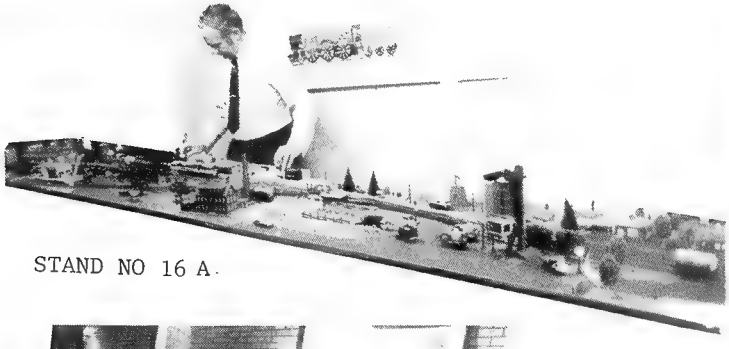

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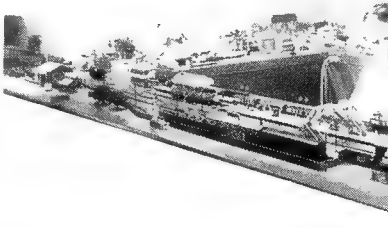

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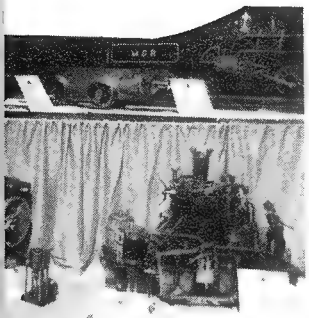

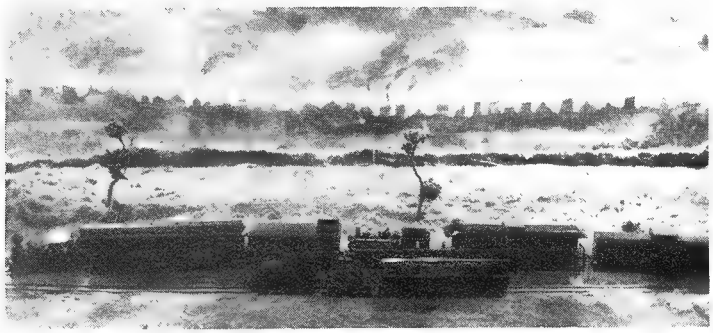

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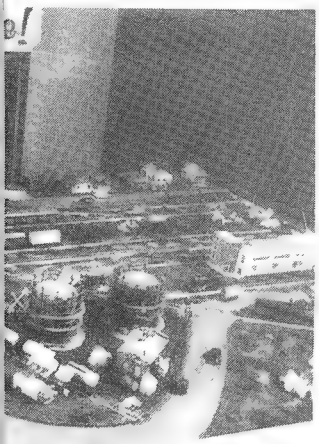

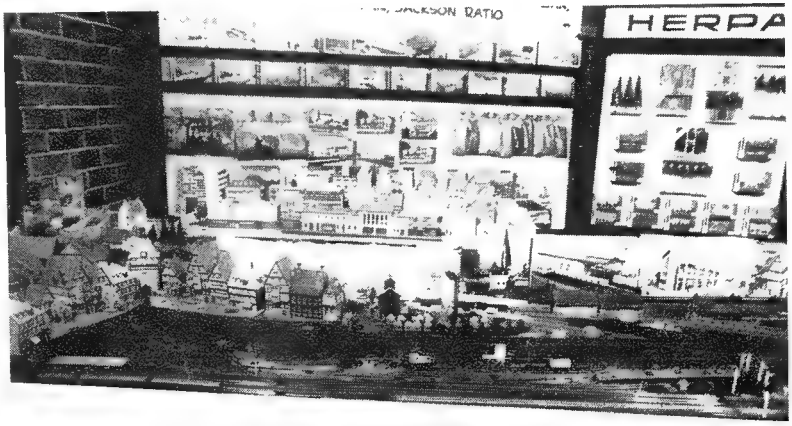

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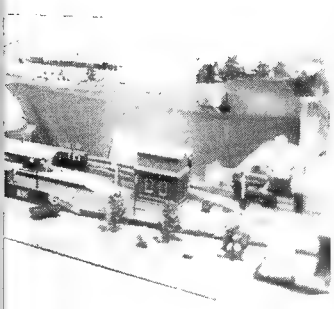

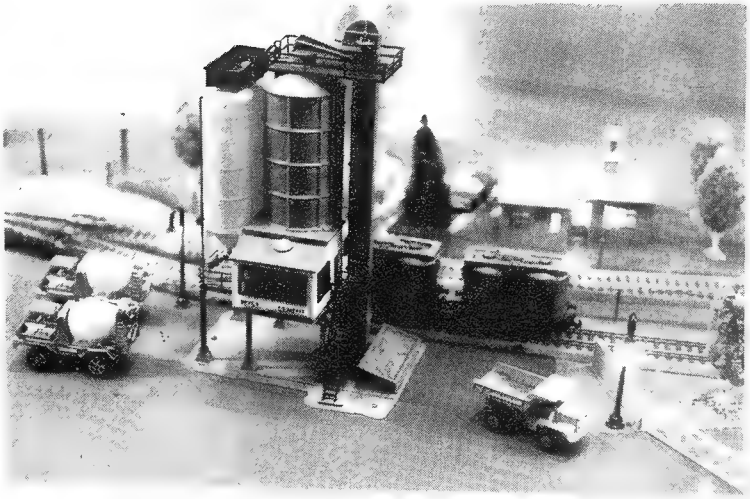

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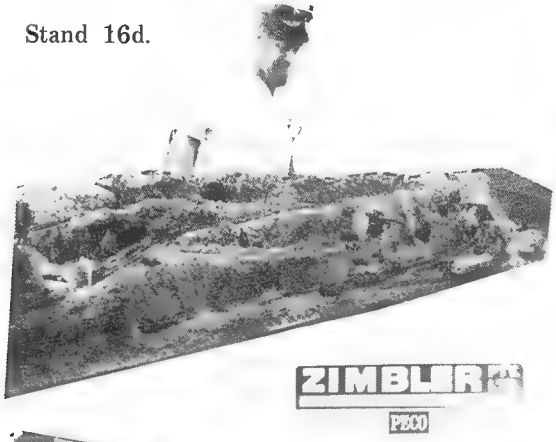
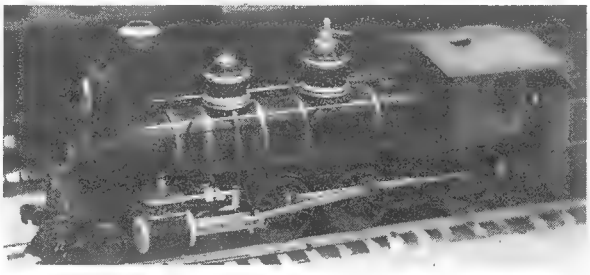


Stand 17.

Stand 21.

Part of stand 20.



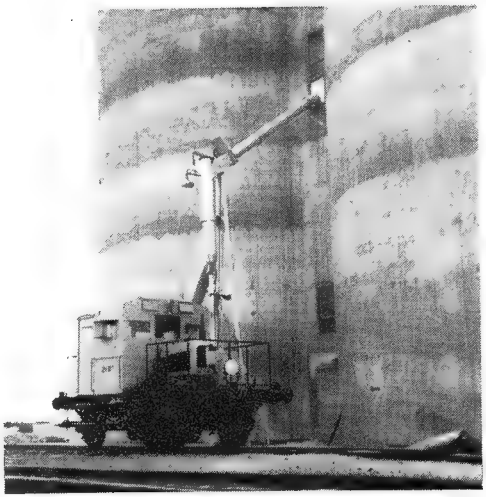
Stand 6.

A branch line in the Wimmera

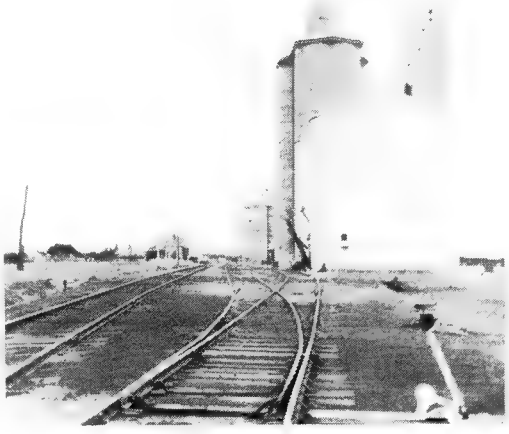
By M. Clark

Dimboola, the heart of the Wimmera grain area, is the terminal for the Yaapeet-Yanac branch line.

Twenty miles north of Dimboola is the town of Jeparit. This is my home town. Jeparit is noted as the "Birthplace" of Sir Robert Menzies. We have a very fine Pioneer Museum, with some fine pieces of hand made machinery. The museum is run by voluntary workers. Jeparit has a station staff of three. Harry Daggett, Station Master, with Jerry O'Connor and Bill Sweeny who are the station assistants. There are eight gangers, with Ted Moore as the leading ganger.

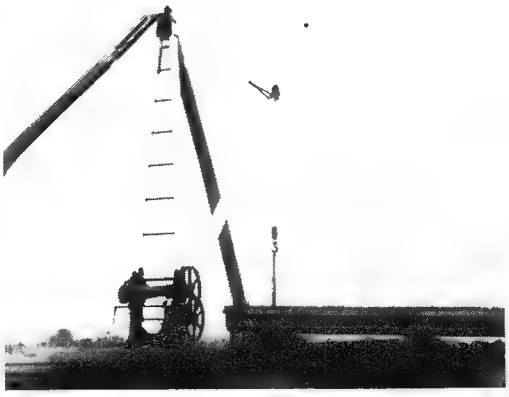


'Rail tractor - 21RT'
(Note grain shute behind tractor used for transferring grain from silos to rail wagon)



'Jeparit yard'

The Jeparit station has a yard capacity of approximately eighty-four four wheeled trucks. There is RT.21 (Rail tractor) used for shunting. The yard also has a station, goods shed, a crane (which the gangers complain about) and

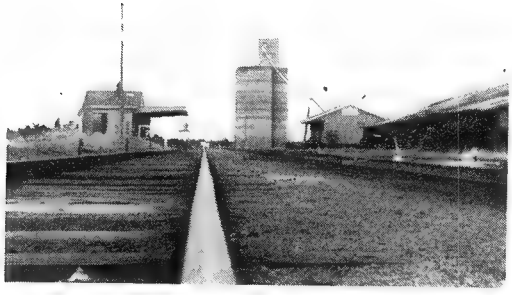


'Yard crane - Jeparit'

four silos. There is a shed at the north end of the station where two of the three inspection trolleys are kept. Also at the north end of the station is a demolished goat ramp. My friend has dug up many interesting things, such as a section of a piston rod and a couple of brake shoes.

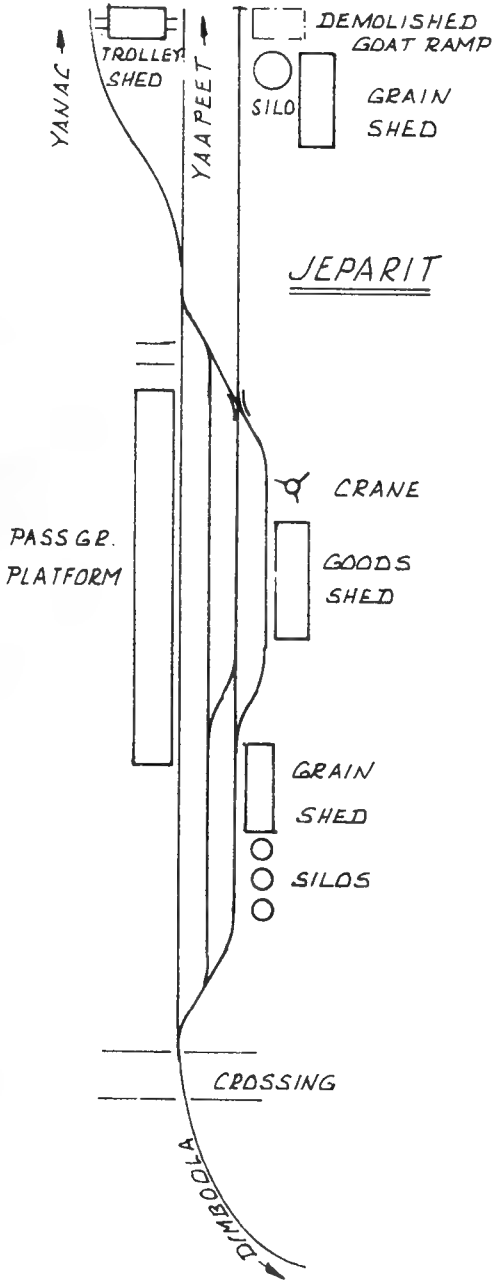
Grain has been bagged lately for transporting to Eygpt because there are no silos in the Eygptian ports.

Grain is transported in "GY's" and "GJX(F)'s", with the occasional "I's", "IA's" and "RY's". The only locomotives used on this line are "Y" class diesels, although if a large load has to be hauled they usually have a "T" class diesel electric. Before dieselization 2-8-0 tender loco's were used. These class loco's were "J" and "K" classes.

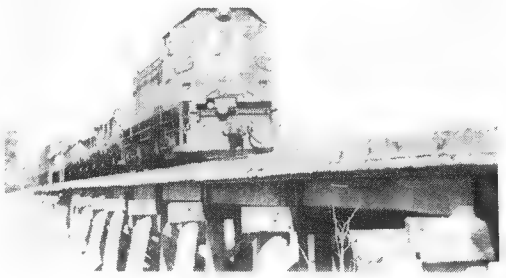


'Jeparit station - long galvanised iron "structure" is used to store grain once silos are filled. Such structures are utilitorian as they are only used to temporarily store "overflow" harvests'

'Y116 leaving Jeparit'
(Note scenic detail in foreground)



Jeparit terminates with Yaapeet line, which ends approximately 33 miles from Jeparit in the Mallee, and Yanac which ends approximately 42 miles from Jeparit in the "Sunset Country".



'Y116 crossing the Wimmera River, heading for Jeparit'

Trains run on Mondays, Wednesdays and Thursdays with mail. The trains usually arrive at Jeparit from Dimboola between 5.00 am and 5.30 am. It takes the train approximately 5 - 6 hours to travel from Jeparit to Yaapeet (and Yanac) and back. The reason is that the speed limit between Jeparit and Rainbow is 20 mph, and from Rainbow to Yaapeet is 15 mph, as the weight of the track is only 60 lb to the yard (and some is even lighter).

There is future plans of the Jeparit-Yaapeet line being relayed for 40 mph goods.

"PIRACY!" by "Bunyip"

However, here lays the problem . . . modern science and the mass media has enlightened a large section of the modelling public on how to reproduce models in mass production form and this in itself is great, except there are more lazy (or incapable) modellers than willing workers. These lazy modellers buy a kit of a piece of rolling stock and in turn reproduce same, at a much reduced price, distributing same to all and sundry, this limiting the sales potential to the Kit.

Now this article is not to debate the legal or ethical point of Piracy but it aims to bringing to everyones attention the possible results. Apart from the fact that the parts reduce in size and clarity everytime they are reproduced, there is a long term shadow of doom surrounding the whole matter.

Being as brief as possible the failing comes down to supply and demand. The local manufactive (hereafter known as the Bunny), markets a range of Kits with a very small profit margin, aimed at making money and assisting the Australian modeller, (hereafter known as the 'Roo), obtain a large collection of Australian models. Now one of these Roo's (hereafter known as the Goat), buys one of these Kits and in turn reproduce and distributes them to all his mates (Roo's), who are no doubt grateful for they were saving for that $3 Kit and now he's saved money. Reproducing down the line the Bunny finds his kits are not selling so withdraws same from market and produces another Kit only to have the same procedure happen over again. Looking into the matter the Bunny soon finds out that others are pirating his products and thus leaves the manufacturing field after finding out why he has been dubbed a Bunny.

Of course the Roo's become most indignant that they cannot purchase any local Kits and start hopping all over the hobby shop floor thumping their tails in anger. Had they been more careful and not assisted the Goat in his piracy he would not have found himself in such a stew. The Goat however is not moved by all this, for he is in his own self satisfied little world, and he is not really concerned by the reality of life.

Ever since the early days of convict settlement in Australia, the inhabitants have shown contempt and disregard for rules and regulations. Australians will not conform to any accepted system and in most cases change those same systems to suit themselves. An example of this is the brand of football played in the Southern States of this land. Any thing goes — complete lack of rules plus a lack of interest in the many other styles of international sport. Yes, Bung Rules . . . oops. Aussie rules is the game.

Having this convict background assists the Australian in his feelings to the underdog, especially if the underdog is being hounded by the Police. An example here is Ned Kelly who among other things was a robber and murderer, but still is a hero in our local folklore. The well known Australianism; "She'll be right mate" is well and good unless the repercussions hit the statement maker where it hurts.

PIRACY — a term applied for taking something that does not belong to you. Piracy in Australia was quite

evident, by folklore, in Albury preceding the Sydney-Melbourne standard gauge. At that stage in time, Albury has two main secondary industries, the second most important industry was the trans-shipment of goods between N.S.W. wagons and Victorian wagons or vice-versa. The main secondary industry was trans-shipping goods between N.S.W. and Victorian wagons into vehicles (road) not belonging to either system for resale to people other than the rightful owners. Pilfering is the respectable name given it today,but PIRACY would have been well suited.

Well Piracy has become evident in the Australian Model Railway field and it would be fair to say that most, if not all the local manufactures have pirated one part or other into their product. Piracy, as applied here is the copying by one manufacturer of a part made by another manufacturer. It is not difficult to pick out the different parts used by the local manufacturer in the making of his master patterns. Without looking for excuses it would be fair to say that the offending manufacturer, has in most cases used basically the raw product and/or incorporated the pirated part into his own craftsmanship which resulted overall with a better product on the Australian market which in turn raises the standard of Australian proto-type modelling.

The fact that he has put a manufacturer out of business has little emotional feeling on him for "Those kits were only junk anyway", even though they were good enough for him to Pirate. And so our little story ends with our Bunny hiding in his hole,the Roo's in a stew, and the Goat quite happy that he has damaged the growth of Australian Prototype modelling.

While this story may seem a little off hand, it has actually happened to one side of our hobby.

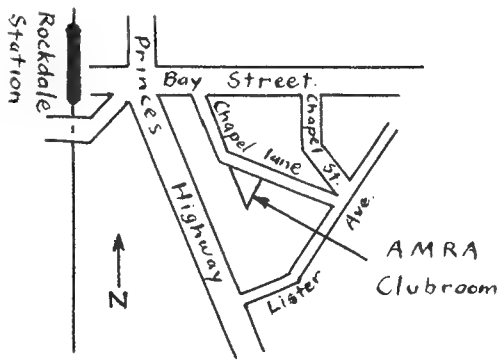
A few years ago it was possible to buy scale plans from many sources but due to the lack of sales these sources stopped the manufacture and sale of the plans. The plans were in fact well sought after but the system was to buy one plan, photocopy same, in turn distributing it among his mates. The result here was complete cessation of plan production which now makes it very difficult to obtain a correct drawing unless one is in the know.

Piracy is a killer and if accepted by the modelling public it will kill off the local market. In reality it is enjoyable and rewarding to be able to make the master pattern oneself and not having to rely on someone elses craftsmanship. Yes it is good to be an independent modeller and not being a "Copy Cat".

HERE ENDETH THE FIRST LESSON'

N.S.W.T.D. 3289 heads a Richmond bound passenger train away from Windsor in October 1965. Scenic modellers should note the gentle slope of the cutting sides through the soft earth, in contrast to the much steeper sides of rock-walled cuttings. Photo Alan Templeman.

BRANCH NOTES



NSW BRANCH NOTES.

The Annual General Meeting of the NSW Branch was held on Saturday 2nd February 1974, at the clubrooms at Rockdale. The meeting was attended by thirty members and four visitors.

The following members were elected to the Branch Committee:—

President	**R. A. Gallagher,**
Vice President	**C Bray,**
Secretary	**P. Kelly,**
Treasurer	**J. Skilton.**
Committeemen	**G. Larmour, J. Parker, N. Thomas, B. Lovett, Wilson.**

J. Parker was elected Branch Reporter.

The Branch would like to extend its thanks to retiring committeemen **K. Robinson, L. Lumsden, H. Shepherd, and J. Fotheringham.** We would particularly like to thank retiring **President G. Larmour,** and retiring Secretary **A. Brown,** for their outstanding performance during their term of office. They have left a high standard to follow.

The first task of your new committee will be to draw up a roster for the next six months' activities. If you have not received a copy by the time this Journal appears, contact the Secretary.

The scope of the Modelling Clinic has been broadened to include general modelling in addition to the set project. This means that members can use the modelling clinic to work on any project that they happen to be doing at home, (any transportable project, that is) This could be useful to those who are having problems with some aspect of their model building. Nothing solves a problem more quickly than discussing it with others.

The question of how to make newcomers feel welcome has been brought up many times at meetings, including the last NSW Branch A.G.M. The discussion is usually prompted by complaints such as, 'I was just ignored' or 'I was not introduced to anybody'.

Well perhaps these complaints are justified, perhaps not, but we think it should be suggested that some effort on the part of the newcomer also is required. Don't just stand around the doorway waiting for someone to notice that you have arrived. The thing to do is to barge in, interrupt the nearest conversation, and ask for the duty officer.

He will welcome you, introduce you around, and generally get you started. Again, you will need to make some effort towards becoming assimilated into the crowd at the meeting. It's a good idea to bring something to build aconversation on,such as a model you have built, or a plan of your layout.

So don't hang back you newcomers, make the effort to get to know us and join in the fun. You don't know what you are missing.

Programme for next three months:—

MAY:

Sat. 4th.	Track laying & scenery Demo, by John Dunn.
Fri. 10th.	Modelling Clinic.
Sat. 11th.	Visit to Bankstown Live Steam 2.00 p.m. Behind the carpark in Hoskins Ave., opposite Cottam Ave.
Mon 13th.	Mid year dinner; Bankstown. Sports Club — Bookings 661 4046 by 6/5/74
Fri. 24th.	Layout operation.

JUNE:

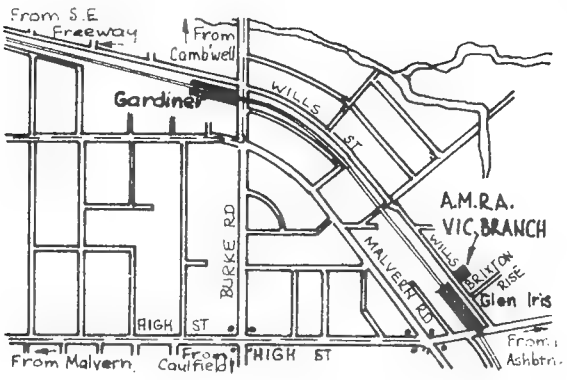
Sat. 1st.	Layout operation.
Fri. 14th.	Modelling Clinic.
Sat. 15th.	Family Buffet Tea & feature. 5.00 p.m. Film night at Clubroom. $1.00 per head, $3.00 Family.
Fri. 28th.	Layout Operation.

JULY:

Sat. 6th.	Auction — All goods to be presented by 2.25 p.m.
Fri 12th.	Modelling Clinic.
Sat. 20th.	Open Day — Visit by other Clubs, Layouts will be operating.
Fri. 26th.	Mid year Business meeting — General discussion on Club activities. Followed by Slides by Phil Knife.

J. Parker,

BRANCH NOTES



Vic Branch Notes

Meetings held on 2nd Thursday of each month, at Tim Dunlop House, 92 Wills St Glen Iris, commencing at 8.00 p.m.

At our February meeting 102 members and visitors were treated to an evening of colour films taken by John Gardiner during his quest for overseas railways, and the scenery, both from a railway and as a tourist viewpoint had to be seen to be believed. John's offer to provide more films was taken up, and they will be shown at the Ladies Auxiliary film night.

The Exhibition is over for another year, and our retiring **Organiser, Ron Mannell,** and his team are to be complimented on another fine effort.

Perhaps the most talked about display was a group effort by **Jim Scott, Mal. Baker, Ray Brownbill,** and **Stuart Westerman.** This layout comprised Jim's HOn2½ expanded to include a dual guage station which connected to the HO sections of Stuart and Mal, Mal's section connected to Ray's HOn3 section. Point to point operation was provided between the HO sections. The pace has now been set for next year! !

On behalf of the C.O.M. and the Exhibition organiser, our grateful thanks are extended to the exhibitors, members, and ladies, without whose help we could not put on a show such as this.

The general apathy of members to fund raising activities, which resulted in the cancellation of a number of functions last year, is unfortunately, still prevalent. The Ladies Auxiliary programme has been curtailed due to poor response to both day and evening activities.

At present we are able to meet expenses, due in the main to exhibitions, but members who enjoy the facilities of our clubrooms are requested to support the C.O.M. by attending at least one special function. In this way, not only does our Branch benefit financially, but the member and his family enjoy an evening or day out at a discounted cost, so they benefit also.

Agenda for next three months:—

APRIL

Thur. 11th. Annual General meeting and Layout operation. Competition - Louvre Van, any prototype.

Sat. 27th. Family Film night.

MAY

Sat. 4th. Crazy Whist at clubrooms.

Thurs. 9th. Running night on Club Layout. Competition - Photograph-Railway Scene Material for Annual Auction will be on display.

JUNE

Sat. 1st. Crazy Whist at clubrooms.

Thurs. 13th Annual Auction. Competition -Lineside Structure.

John J. Harry.
Hon. Secretary

QLD BRANCH NOTES

All readers will be aware of the recent widespread flooding in this State, with many country areas inundated in addition to the disasterous effects in Ipswitch and Brisbane. Areas previously considered safe were under water, and thousands of people were evacuated. Many lost all they had; some their lives. Indeed a large number of houses were swept away, demolished, or rendered unsafe. Foul, slimy stinking mud is everywhere.

Dave Jenkins, of Yeronga, had five feet of water through his home, but he still manages to be cheerful. His British Prototype layout is a write off, and has all

the appearance of a flood in miniature. Dave is a service agent for various brands of model trains. His workshop, stocks and records, all downstairs and completely submerged, are in a sorry state. Daves' English model railway magazines, dating back to 1937, are a sodden mess. It is hoped some can be salvaged, but if anyone has English magazines they wish to give, they would be most appreciated.

Steve Suggit had a lucky break. Water came almost up to the floor of his high set home, and fortunately stopped. Steve had time to remove his lathe and other equipment from underneath.

There may be other modellers who have suffered. These are two cases of which I have personal knowledge. Arthur and I have been at Daves place for the last few days, washing off his equipment. What a long tedious job! It's hard for small businessmen like this. The sooner things are sorted out, the sooner he can start earning a living again.

Changing to happier events, the barbecue on January 19th was a huge success. I have never seen so many AMRA people together before. **Steve Suggit** showed slides sent by a friend in South Africa.

After a lapse of a few years, a model competition was held. The standard was high.

The Fenner Shield for the best model went to **Greg Gabb,** for a scratch built NSW 60 class in HO. Runner up was **Darryl Scott** with a QR 2100 class diesel in HOn3½.

The Harley Cup for passenger cars went to **Robert Geddes,** for a QR air conditioned coach in HOn3½.

The Harley Cup for freight vehicles was awarded to **Rodger Kershaw** with a scrap heap built, vertical boilered coal crane, NSW type. The runner up was **Malcolm Neilson,** with a SAR refrigerator car in HO.

Thanks to **Rodger** and **Christine Kershaw** for making their home available for a most enjoyable evening. We should get together like this more often.

An HOn3½ group has been formed, meeting at 60 Fallon Street, Everton Park, on the first Thursday of the month.

Meeting places for the forthcoming regular meetings are:—

May 23rd.	A. Robinson 142 Northgate Road, Northgate.
June 27th.	C. Wall, 8 McEwan Street, Riverview.
July 25th.	E. Lyon, 112 Reeve Street, Clayfield.

Workshop meetings are still the second Thursday.

(Dry) Jim Christie.

W.A. Branch Notes

Now that we have our own clubrooms at **No. 1 Beaufort Street, Perth,** a need was seen for extra meetings to fully utilize the premises. In this regard we detail our new series of meetings, which started on Monday March 11th.

APRIL

Mon. 1st	Film evening.
Sat. 6th	Layout operation.
Sat. 20th	AUCTION.

MAY

Mon. 6th	Annual General Meeting.
Sat. 11th	Layout operation.
Sat. 25th	Layout operation.

JUNE

Sat. 1st:	Layout operation.
Mon. 10th.	Slide evening.
Sat. 22nd.	Layout operation

Paul Hodson.
Hon. Secretary.

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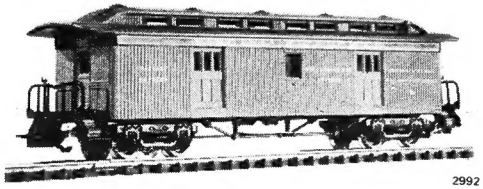

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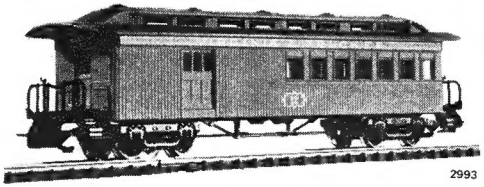

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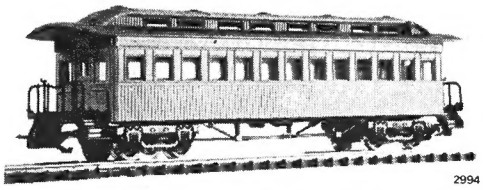

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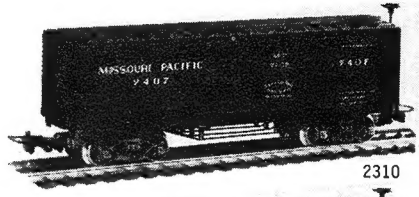
2998

2992 V&T Old Timer Baggage Car, Yellow & Green, 165mm long - - - - - - - - - - -
2993 V&T Old Timer Combine, Yellow & Green, 165mm long - - - - - - - - - - - - - -
2994 V&T Old Timer Full Coach, Yellow & Green, 165mm long - - - - - - - - - - - -
2998 Barnum & Bailey Circus Advertising Car with circus motif in full colour, 165mm long - - - - - - - - - - - - - - -
2310 Old Timer Box Car, Missouri & Pacific, Red, 140mm long - - - - - - - - - - -
2311 Old Timer Box Car, California Fast Freight, Orange, 140mm long - - - - - - - - - - -
2312 Old Timer Flat Car w/stakes, V&T, Black, 140mm long - - - - - - - - - - - - - -
2313 Old Timer Gondola, V&T, Red w/black underframe, 140mm long - - - - - - - - -



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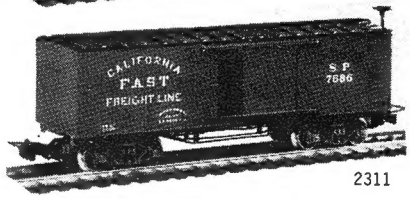

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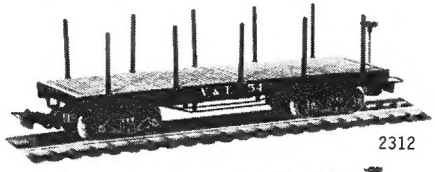

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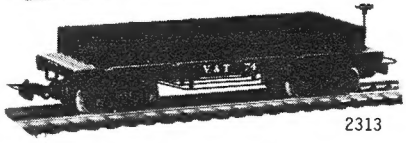

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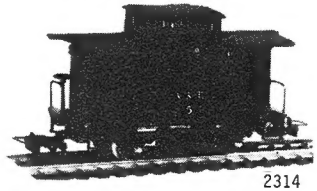

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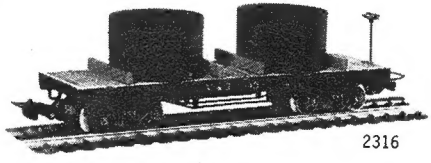

2316

2314 Old Timer 4-wh Caboose, V&T, Red w/black underframe, 97mm long - -
2316 Old Timer Flat Car , V&T, Black with two red wooden tanks as load, 140mm long - - - - - - - - - - - -

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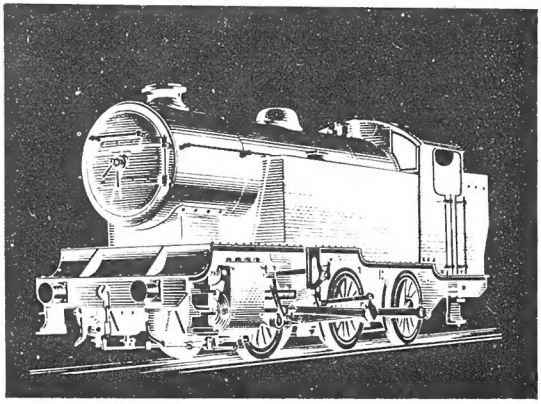

ATLAS 'N'. gauge locos, coaches, wagons & accessories.

ARNOLD RAPIDO a complete range of 'N'. gauge locos, coaches, wagons & accessories.

HERPA trees & 'N'. gauge kits— moss and scatter materials.

POLA N & POLA QUICK "HO" plastic kits.

ROCO wagons & locos.

FLOQUIL modeller's paint.

MERTEN "HO", 'N' gauge figures & animals.

VOLLMER "HO" & 'N' gauge kits.

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CAMPBELLS "HO" kits

MINI TRIX "N" gauge locos, wagons & accessories.

TRIANG locos, wagons, coaches & accessories.

ROUNDHOUSE 'HO" coaches & rolling stock.

RIVAROSSI 'HO" locos, coaches & rolling stock.

VAU-PE "HO" "OO" kits.

WIKING 'HO" 'N' gauge cars & trucks.

K's 'OO" kits.

GEM metal loco kits & accessories.

the engine shed

all the above available from

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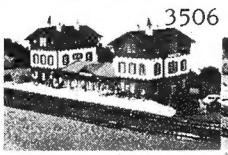
Right at the Box Hill Railway Stn. and Bus Terminus. (Southside)

Telephone 89 7027

VOLLMER HO/OO

THE VERY BEST IN PLASTIC KITS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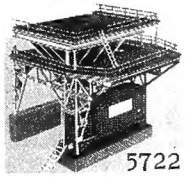
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3506 BIG NEW OLD TIME STATION 340 x 145 x 150 11.50
3507 SIMILAR STYLE, SMALLER 245 x 145 x 150 8.95
3508 MED. OLD STYLE STATION 412 x 125 x 150 9.95
3509 COUNTRY STATION 206x130x75 4.50
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3532 LONG PASS. PLATFORM 612 x 47 x 68 4.50
3533 LIGHTING UNIT FOR SAME 5.50
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4600 CONVEYOR BELT, ELECTRIC 175 x 87 x 62 22.50
5604 WAREHOUSE WITH CLOSING DOORS 156 x 100 x 62 4.35
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Bring your Layout to Life with

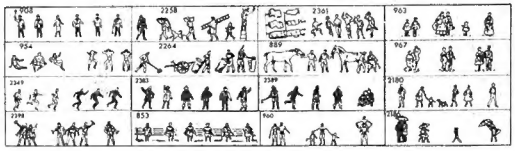
HO/OO & N GAUGE $1.35

MERTEN

HO/OO FIGURES & ANIMALS

O N. TT-3

TT-3 $1.00



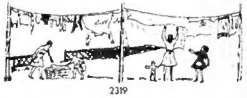
HO/OO

806 6 ladies walking with bags
810 3 men & 3 ladies walking w/bags
812 6 men walking with bags
818 Two groups of 3 tourists
820 Three groups of 2 tourists
853 6 ladies individually seated
855 3 men & 3 ladies sitting
859 6 men individually seated
870 6 workmen with picks, shovels etc.
876 Track crew with sleepers (2)
882 6 track crew, 4 carrying sleepers
886 6 track crew w/length of rail
889 Blacksmith shoeing horse, helper
908 Platform staff, 5 men & 1 woman
914 Station staff & policeman w/dog
948 Standing & Kneeling beach party
954 Beach party of 6 reclining
960 Beach party, men, women & children
963 Bride & groom, preacher, bridesmaid
967 Wedding guests, bridesmaids
971 6 women running, child, loose hats
976 6 men running, 3 w/bags, loose hats
2180 2 men, 3 ladies, boy & dog
2186 Pedestrians w/umbrellas (5)
2191 7 children walking to school
2197 7 children playing, 1 scooter
2234 6 transport workers w/crates
2240 6 transport workers w/loads
2258 6 Tradesmen, butcher, baker etc.,
2264 3 garbage collectors, street cleaner: w/barrows & bins
2268 3 loco drivers & 3 firemen
2274 6 locomotive crew
2280 Shunter, Guards, Greaser etc (6)
2286 2 men, 2 women, 2 children, climbing stairs
2292 6 climbing stairs, man carrying child, elderly couple
2295 3 women, 3 men descending stairs
2301 2 groups of 3 descending stairs
2319 Washing Day (5)
2325 6 service station workers
2337 2 bricklayers, mortar carrier, man w/shovel, foreman, man w/pick
2343 Construction site workers, 6 men
2349 6 male athletes running
2361 3 women & 3 men sunbathers with matresses & beach chairs
2369 70 casks & barrels, 7 types
2370 90 cases & crates, 6 types
2383 6 USA firemen gazing. Long coats
2389 6 USA firemen in action poses
2398 6 drunks, different poses
2399 Group of 'stout' people (6)
2400 3 groups of 2 stout people

N GAUGE

N 806 6 ladies walking, carrying bags
N 810 3 ladies & 3 men walking, w/bags
N 812 6 men walking w/bags, 1 w/haversack
N 818 2 groups walking, (6)
N 820 People walking, 3 groups of 2
N 855 3 ladies & 3 men seated
N 859 6 men individually seated
N 870 6 road or rail workers w/picks
N 876 6 'gangers', 4 w/sleepers
N 908 6 station personnel, 5 men, 1 woman
N 963 Wedding group, bride, groom etc
N 967 Wedding guests, 3 couples
N 2180 5 people walking, men, women, children
N 2234 6 transport workers w/crates etc
N 2240 6 different transport workers
N 2268 Loco drivers & firemen posed
N 2280 Train crew, 6 poses, shunters, greasers, guards etc.,
N 2319 Washing day, 2 ladies, 2 children & 1 baby
N 2325 6 service station attendants
N 2343 6 manual workers, carpenter etc
N 2398 6 men 'celebrating'
N 2403 36 sheep w/shepherd & dog
N 2406 16 pigs, 15 goats, boy & girl
N 2407 10 cows & 1 calf
N 2408 8 saddle horses & 2 foals
N 2409 Draft horses, 8 horses, 2 foals

2240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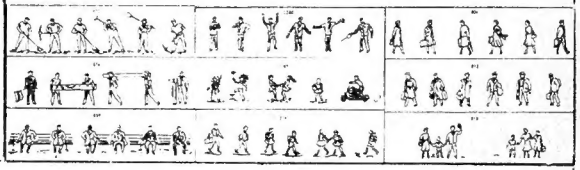

If your dealer is stumped, he is invited to, or you may, write to us for supplies.

AUSTRALIAN MODEL CRAFT CO.

BOX 118, P.O. ALBURY, N.S.W. 2640

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